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sortment of the latest EUROPEAN
and AMERICAN NOVELTIES,
we are prepared to execute
Orders for FANCY WORK with
迅速 and despatch, and at
very moderate rates.

CHINA MAIL OFFICE.

The China Mail

Established February, 1843.

VOL. XLIX. No. 9594.

歲八月二十一年三十九百八十一號

HONGKONG, WEDNESDAY, NOVEMBER 8, 1893.

日初月十日已

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. Aclan, 11 & 12, Clement's Lane, Lombard Street, E.C. GEORGE STANLEY & CO., 30, Cornhill. GORDON & GOTCH, Ludgate Circus. E.O. BATES HENDY & CO., 37, Walbrook. E.C. SAMUEL DICKON & CO., 160 & 164, Leadenhall Street. W. M. WINS, 161, Cannon Street. J. C. ROBERT WATSON, 162, Fleet Street.

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CHINA.—MEXICO, A. A. DA CRUZ, Amoy, N. MOORE & CO., LIMITED, Foochow, HONGKONG, SHANGHAI, LANTAU, QUINSAY, & CO., and KELLY & WALKER, Kuching, LIMA, CRAWFORD & CO., and KELLY & CO.

Banks.

THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORIZED CAPITAL, £1,000,000. SUBSCRIBED CAPITAL, £600,000.

HEAD OFFICE—HONGKONG.

Directors.

D. GILLIES, Esq. H. STOLTERFORT, Esq. CHAN KIK SHAN, CHOW TUNG SHAN, Esq.

KWAN HOI CHUEN, Esq.

Chief Manager.

GEORGE W. F. PLAYFAIR.

Branches.

LONDON, YOKOHAMA, SHANGHAI AND AMOY.

Bankers.

THE COMMERCIAL BANK OF SCOTLAND, PAHL'S BANKING CO. AND THE ALLIANCE BANK (LTD.)

Interest for 12 months Fixed 5%.

HONGKONG, May 24, 1893. 47

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$10,000,000. RESERVE FUND, \$3,000,000.

RESERVE LIABILITY OF \$10,000,000. PROPRIETORS.

Court of Directors—

H. HOPKINS, Esq.—Chairman.

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Manager—

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LONDON BANKERS—LONDON AND COUNTY BANKING CO., LTD.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits—

For 8 months 3 per cent. per annum.

For 6 months 4 "

For 12 months 5 "

T. JACKSON, Esq.—Chief Manager.

Hongkong, October 19, 1893. 880

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL, \$1,500,000.

SUBSCRIBED, \$1,200,000.

Bankers.

LONDON JOINT STOCK BANK, LTD.

Interest allowed on Current Accounts at the rate of 2% per annum on the daily balance.

On Fixed Deposits—

For 12 Months 5%

For 6 Months 4%

For 3 Months 3%

JOHN THURBURN,

Manager, Hongkong.

Hongkong, February 4, 1893. 228

HONGKONG SAVINGS BANK.

THE business of the above Bank is con-

ducted by HONGKONG AND

SHANGHAI BANKING CORPORA-

TION. Rules may be obtained on ap-

plication.

INTEREST on deposits is allowed at

2% PER CENT. per annum. Depositors

may transfer, at their option, balances of

\$100 or more to the HONGKONG AND

SHANGHAI BANK, to be placed on

FIXED DEPOSIT at 5 PER CENT. per

annum.

For the Hongkong and Shanghai

Banking Corporation,

T. JACKSON, Esq.—Chief Manager.

Hongkong, May 16, 1893. 1015

THE BANK OF CHINA, JAPAN, AND THE STRAITS, LIMITED.

SUBSCRIBED CAPITAL, \$20,000,000.

CAPITAL CALLED UP, \$25,000,000.

Bankers.

CAPITAL & COUNTIES BANK, LIMITED.

> Head Office:

1, PRINCE'S STREET, LONDON.

Branches:

BOMBAY, CALCUTTA, HONGKONG & SHANGHAI.

Agencies:

PEKING, SINGAPORE AND YOKOHAMA.

RATES OF INTEREST

Allowed on Current Accounts and Fixed

Deposits to be ascertained on application.

Every description of Banking and Ex-

change business transacted.

CHAN REY INCHBALD,

Manager.

Hongkong, November 6, 1893. 947

Intimations.

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

Adjustment of Bonus for the Year 1892.

SHAREHOLDERS in the above Com-

pany are requested to furnish the

Underwritten with a List of their Con-

tributions for the year ending 31st December

last, in Order that the DISTRIBUTION of

the PROFITS reserved for Contractors

may be arranged. Returns not rendered

prior to the 30th DAY of NOVEMBER next,

will be adjusted by the Company, and no

Claims or Alterations will be subsequently

admitted.

JARDINE, MATHESON & CO.,

General Managers,

Hongkong Fire Insurance Co., Ltd.

Hongkong, October 31, 1893. 1887

CHINA FIRE INSURANCE COMPANY, LIMITED.

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Claims or Alterations will be subsequently

admitted.

By Order of the Directors,

JAS. B. COUGHTRE,

Secretary.

Hongkong, November 1, 1893. 1897

A. S. WATSON & CO., LIMITED.

A INTERIM DIVIDEND on account

of the Year 1893 at the Rate of FORTY

CENTS PER TEAR DOLLAR SHARE (or 4 Per

Cent on the Capital of the Company) will be PAYABLE at the HONGKONG AND

SHANGHAI BANK on and after the 15th

INSTANT, or earlier if the Company

shall require.

Local Shareholders are requested to apply at the Company's OFFICE for their WARRANTS, as the same

are only posted to addresses outside of

the above PORTS.

The REGISTER of SHARES will be

CLOSED from FRIDAY, the 10th Instant,

THURSDAY, the 16th Instant, both days

inclusive, during which period no Transfer

of Shares can be registered.

A. S. WATSON & CO., Secretary.

Hongkong, November 3, 1893. 1897

R. M. MANOELL,

Secretary.

Hongkong, November 6, 1893. 1897

CHILDREN'S JACKETS.

CHILDREN'S DRESSES.

CHILDREN'S HATS.

GAITERS, CLOVES, &c., &c.

Every Variety of Ladies' and Children's Underclothing.

W. POWELL & CO.

THE CHINA MAIL.

[No. 9594.—NOVEMBER 8, 1893.]

Mails.



STEAM FOR
STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.
Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship **MALWA**, Captain **T. H. BLACKBURNE**, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, (connecting at Bombay with S.S. **ORIENTAL**, which Vessel takes on her Cargo for LONDON, via SUEZ CANAL, leaving that port on the 2nd DECEMBER, 1893), TO-MORROW the 9th November, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be shipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

H. H. JOSEPH,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, November 8, 1893. 1860

NORTHERN PACIFIC STEAMSHIP
AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Victoria | Thursday | Nov. 9.

Tacoma | Tuesday | Dec. 12.

Mogul | Tuesday | Jan. 2/94.

Victoria | Tuesday | Jan. 23/94.

Tacoma | Tuesday | Feb. 27.

THE Steamship **W. VICTORIA**, Captain **J. P. PANTON**, R.N.R., sailing at Noon, TO-MORROW, the 9th November, will proceed to VICTORIA, B.C., and TACOMA via SHANGHAI, KOBE, and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of: The Freight Agent Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office with address marked and by 5 p.m., on the day previous to sailing.

For further information as to Passages or Freight, apply to

DODWELL, CARLILL & CO., Agents.

Hongkong, November 8, 1893. 1807

Occidental & Oriental Steamship
Ship Company.

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE,
VIA

THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Oceanus (via Nagasaki, Kobe, Inland Sea, Yokohama) | Wednesday, Nov. 15, at daylight.

Guile (via Nagasaki, Kobe, Inland Sea, and Yokohama) | Thursday, Dec. 7, at 1 p.m.

Edie (via Nagasaki, Kobe, Inland Sea, and Yokohama) | Thursday, Jan. 4, at 1 p.m.

THE Steamship **OCEANUS** will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on WEDNESDAY, the 15th Inst., at Daylight, connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Passages should be marked to address in full; and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, & should be sent to the Company's Office at least the 10th day previous to sailing.

For further information as to Freight or Passage apply to the Agents of the Company, No. 72, Quay's Head Central, J. S. VAN BUREN, Agent.

Hongkong, November 2, 1893. 1854

Mails.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUZU, PORT SAID,
NAPLES, GENOA,
ANTWERP, BREMEN & HAMBURG,
PORTS OF THE LEVANT, BLACK
SEA & BALTO PORTS;
ALSO,
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL
AT SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.

N.B.—Cargos can be taken on through Bills
of Lading for the principal places in
RUSSIA.

ON MONDAY, the 13th day of November, 1893, at 6 p.m., the Company's
S.S. **RAVERN**, Captain SCHMIDTEN,
with MAILS, PASSENGERS, SPICIE
and CARGO, will leave this port as above,
calling at NAPLES and GENOA.

Shipping Orders will be granted till
Noon, on SATURDAY, the 11th November, Cargo
and Specie will be received on
board until Noon on MONDAY, the 13th
Nov., and Parcels will be received at the
Agency's Office until Noon on SUNDAY,
the 12th Nov. Contents of Packages are
required. No Parcel Receipts will be
signed at less than \$2, and Parcels should
not exceed Two Feet Cube in measurement.

The Steamer has a landid Accumulation
and carries a Doctor and Surgeon.
Linen can be washed on board.

For further Particulars, apply to
MELCHERS & CO., Agents.
Hongkong, October 28, 1893. 1816

Intimations.

"FITS LIKE A GLOVE."
THOMSON'S
Glove-fitting
Trade Mark.

CORSET
The Protection of Shape,
Form, and Durability
Approved by the whole
Manufacture.

ED. THOMSON & CO.
SALOON OF ONE
MONTH
ANNUALLY
To be had at all
the best
Establishments
throughout the
World.

ELVEN FINE METALS
MANUFACTURED, W. R. THOMSON & CO., Limited.

So that every Corset is marked "Thomson's Glove
Fit," and bears our Trade Mark, the Crown. No
other are genuine.

"KEATING'S LOZENGES"
"KEATING'S LOZENGES"

"A SMALL FACT ABOUT" KEATING'S
COUGH LOZENGES. Ask throughout
the world, and you will find that
there is absolutely no remedy that is so
speedy, safe, and certain, to cure
coughs, as this. It will do more good
than any other medicine can take, even
if it is not the most delicious.

"A TERRIBLE COUGH."
"A TERRIBLE COUGH."

Training no Practice Dances for the coming St. Andrew's Day; and Dances being very far and far between, the Institute of Marine Engineers and Shipbuilders have come to the front, and we are informed that they are to give a Dance in the City Hall on Thursday, the 16th inst., at which excellent music and a gaudy Scotch dance programme will be presented. We congratulate the management on their enterprise, and hope we may have to record notices of many more dances under the Institute's auspices before the winter is over.

The threatening state of Azuma and the fears entertained of an approaching invasion have been already referred to, says the *Yedo News*. More exact particulars are given in a report of the Central Meteorological Office in Tokyo, as quoted by the *Asahi Shinbun*. This report says that since the beginning of September last only a small quantity of smoke was being emitted by Azuma. This was followed by rumbling noises on the 17th instant at 10 a.m. About the same hour on the 21st, white smoke was seen to be issuing from the crater in two separate lines, which were followed by another pillar at 5 p.m. on the same day; those, united in one column about an hour later. At 6 a.m. the following day the smoke became darker and thicker. At 8 a.m. the following morning this became more prominent, and shortly after 9 o'clock smoke was heard, and in the afternoon the whole mountain was covered with vapour, which prevented any further investigation being carried out. It is said that the increase of smoke is due to slips in the crater caused by the recent heavy rain.

It is too early yet (remarks the *Daily News*) to say what will be the effect on the future of electric lighting after the expiration of the patent rights of Messrs Edison and Swan in their incandescent lamps or glow lights, but that event, which takes place on the 10th of next month, will undoubtedly have wide-reaching consequences. Up to a few days ago the price of the lamp was three shillings and sixpence each, and already, in view of the new state of things, the late patentees announce the same lamps now at 1s. 9d., or a large firm advises that they will supply them after the date mentioned at one shilling and sixpence. Of course with free competition such as we shall have, there is no reason why even the reduced price should not be considerably lowered. The glow lamps are, of course, absolutely indispensable in domestic electric lighting, the arc-light being too powerful for small rooms. Even with the restricted use hitherto made of the incandescent light, the profits made by Messrs Edison and Swan must, one would think, have been enormous. It will be remembered that Mr Edison and Mr Swan, of Newcastle, both hit upon the plan of making a glow light by means of a horseshoe-shaped piece of carbon in a vacuum, and that there was a dispute as to priority. It ended in their joining hands and agreeing to divide the profits.

The harcmony of the proceedings at that remarkable assemblage 'The World's Parliament of Religions,' in Chicago, at which four thousand persons were present, was slightly disturbed by the speech of Mr. Hsuan, a Japanese Buddhist priest, who, after sarcastically thanking the leading missionaries to Japan, confided to them for their kindred to mediate with their countrymen for their return, 'other perished,' by certain diversities which they had observed between Christian doctrine and practice. Foremost among the grievances enumerated was the treaty wrangle out of Japan when she was 'set in her youth,' under which legal cases are decided by foreign authorities, always, as Mr. Hsuan said, 'unfavorably to us.' A few months ago the School Board in San Francisco enacted a regulation that no Japanese should be allowed to enter the public school there. Last year the Japanese were driven out wholesale from one of the Territories of the United States of America; and business men in San Francisco were compelled by some union not to employ Japanese assistants or labourers. Then there are in the same city who go in for the habit of lighting lanterns marked 'Japan go.' Moreover, the Japanese in the Hawaiian Islands are deprived of their suffrage; and even in Japan some Western people erect before their houses a special post, upon which is the notice, 'No Japanese is allowed to enter here.' When we are in such a position,' continued the Buddhist Buddhist priest, 'it is unreasonable—notwithstanding the kindness of the Western nations, from one point of view, who send their missionaries to us—for us intelligent heathen to be embarrassed and hesitate to swallow the sweet and warm liquid of the leaves of Christianity?'

Professor Louis H. Meyer, director of the Beethoven Conservatory at Berlin, recently read an interesting paper, which has just been republished, concerning the musical attainments of various Royal personages. Starting with our own Royal family, he points out that the Queen, who was a pupil of Mrs. Anderson, was, when younger, an excellent pianist, while the musical attainments of the Prince Consort are well known. The Empress Dowager of Germany (Princess Royal of England) is a fine interpreter of classical music, and the Duke of Edinburgh has frequently played the piano in public, in aid of charity. Very alike the Royal Princesses musical, particularly the Princesses Charlotte and the Princess Louise, while the late Duke of Albany was not only a musician and exponent of skill, but had a full knowledge of the history of the art. It may perhaps here parenthetically be mentioned that the statement so frequently made in print that the Prince of Wales is an expert upon the banjo has no foundation. His Royal Highness, though a keen lover of music, is not an executive musician, in which respect he resembles his nephew the German Emperor, who is a great admirer of the music of Richard Wagner. The late King of Bavaria, though blind, was musical, and was a capital flute player. The 'Czar of Russia,' according to Professor Meyer, has a special fondness for brass instruments, and has made himself an expert performer on the tuba. The Prince of Prussia is an excellent violinist, and is the composer of some music of the lighter sort, which has already been published. The Prince Frederick Charles is also a composer, several of his songs having been popular in German concert rooms. The musical attainments of Wagner's patron, the late King Ludwig of Bavaria, were well known, and the late Duke of Saxe-Coburg-Gotha was a prolific composer. The Queen of Italy is not only a great patroness of the art, but is also a finished pianist; while the Queen of the Belgians plays the piano, and is a skillful performer on the harp. The Grand Duchess of Baden, who was a pupil of H. Bentz, once a popular drawing-room composer, is an excellent pianist, while the Hesitation Prince, of Sax-Mauret, has set to music several of the poems of Goethe, Heine, and others. —*Daily News.*

MR HENNIKER HEATON IN HONGKONG.

INTERVIEW ON IMPERIAL PENNY POSTAGE.

Mr Heniker Heaton, M.P. for Canterbury, arrived in Hongkong yesterday by the *Empress of India*, and leaves tomorrow on the P. and O. mail steamer to Macao. During his stay he has resided at Government House, and has occupied the short space of time at his disposal in making himself acquainted with the local condition of postal and telegraph affairs with a view to their improvement on his return to England. To all who continue to take an interest in home papers or in English domestic politics the name of Mr Heniker Heaton must be familiar, and the scheme he has advocated for Imperial penny postage and reduced telegraph rates is generally known now to all business people. It is with a view to learn his opinion on the latest developments on these schemes, particularly with reference to Hongkong, that our representative waited upon him this morning and was fortunate enough to obtain a long interview.

"Do you remember that old lady," he said, "whose letter you posted?"

"Yes," he replied, "she has just received 25 from her son in Australia in reply to that letter; and he also wishes to pay her postage out."

"That," continued Mr Heaton, "will give you some idea of the value of cheap postal communication. Last year, alone, emigrants in Australia sent in money orders to the old folks at home no less than £1,200 a day, in sums averaging from 10/- to £10. From America over £1,500,000 sterling was received in the year; and from Canada, India and South Africa equally large sums."

"How will your proposals affect business men?"

"What I have told you is all domestic distinguished from business. As to business correspondence, I think you may say, again it is the highest State policy to make communication as cheap as possible to our merchants at home and those abroad as cheap as possible.

The introduction of penny postage would naturally increase the number of letters and the result would be a richer harvest of trade and an extension of good feeling. It is utter nonsense to say penny postage will not pay. Take the case of Australia. Last year 9,000,000 newspapers, large and bulky, were despatched between Australia and England at 1d. each. In the same year, almost in the same trains and in the same steamships, there were sent 2,600,000 letters at 1d. each. Who will dare to say that the Government should buy out or buy up these Companies at a fair price and at the market value of the day. This scheme has been received with general approval in England, and heartily confirmed by all commercial men in England; and I hope to have the opportunity to bring it forward soon in the House of Commons. At the same time I have before my mind the fearful blunder we made in buying the telegraph in England. That blunder will not be repeated.

"The Cable Companies do not accept a fair price, and I hope to have the opportunity to bring it forward soon in the House of Commons. At the same time I have before my mind the fearful blunder we made in buying the telegraph in England. That blunder will not be repeated.

"Come along to the Club; I have half-an-hour to spare."

Arrived at the Club he said: "Since I was here we have had the postings to Hongkong reduced from 6d. to 2d."

"Thanks to your efforts, I suppose, Mr Heaton?"

"Well," he replied, "the Ministers at home were good enough to say it was owing to my efforts. Now, what do you want me to tell you?"

Of your schemes to bring about postal reforms?"

"I suppose you are perfectly well aware of my work for the last ten years in advocating Imperial penny postage and cheap telegraphic rates. Seven years ago, I published in the *Times*, sixty reforms, and a large firm advised that they will supply them after the date mentioned at one shilling and sixpence. Of course with free competition such as we shall have, there is no reason why even the reduced price should not be considerably lowered. The old lamps are, of course, absolutely indispensable in domestic electric lighting, the arc-light being too powerful for small rooms. Even with the restricted use hitherto made of the incandescent light, the profits made by Messrs Edison and Swan must, one would think, have been enormous. It will be remembered that Mr Edison and Mr Swan, of Newcastle, both hit upon the plan of making a glow light by means of a horseshoe-shaped piece of carbon in a vacuum, and that there was a dispute as to priority. It ended in their joining hands and agreeing to divide the profits.

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Moreover, the Japanese in the Hawaiian Islands are deprived of their suffrage; and even in Japan some Western people erect before their houses a special post, upon which is the notice, 'No Japanese is allowed to enter here.'

When we are in such a position,' continued the Buddhist priest, 'it is unreasonable—notwithstanding the kindness of the Western nations, from one point of view, who send their missionaries to us—for us intelligent heathen to be embarrassed and hesitate to swallow the sweet and warm liquid of the leaves of Christianity?' —

I followed her out, and took the letter from her and paid the postage. Three or four months passed when again I was in the village post office. The postmaster met me with a smile.

"Do you remember that old lady," he said, "whose letter you posted?"

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"Well," he replied, "the Ministers at home were good enough to say it was owing to my efforts. Now, what do you want me to tell you?"

Of your schemes to bring about postal reforms?"

"I suppose you are perfectly well aware of my work for the last ten years in advocating Imperial penny postage and cheap telegraphic rates. Seven years ago, I published in the *Times*, sixty reforms, and a large firm advised that they will supply them after the date mentioned at one shilling and sixpence. Of course with free competition such as we shall have, there is no reason why even the reduced price should not be considerably lowered. The old lamps are, of course, absolutely indispensable in domestic electric lighting, the arc-light being too powerful for small rooms. Even with the restricted use hitherto made of the incandescent light, the profits made by Messrs Edison and Swan must, one would think, have been enormous. It will be remembered that Mr Edison and Mr Swan, of Newcastle, both hit upon the plan of making a glow light by means of a horseshoe-shaped piece of carbon in a vacuum, and that there was a dispute as to priority. It ended in their joining hands and agreeing to divide the profits.

The harmony of the proceedings at that remarkable assemblage 'The World's Parliament of Religions,' in Chicago, at which four thousand persons were present, was slightly disturbed by the speech of Mr. Hsuan, a Japanese Buddhist priest, who, after sarcastically thanking the leading missionaries to Japan, confided to them for their kindred to mediate with their countrymen for their return, 'other perished,' by certain diversities which they had observed between Christian doctrine and practice. Foremost among the grievances enumerated was the treaty wrangle out of Japan when she was 'set in her youth,' under which legal cases are decided by foreign authorities, always, as Mr. Hsuan said, 'unfavorably to us.'

A few months ago the School Board in San Francisco enacted a regulation that no Japanese should be allowed to enter the public school there. Last year the Japanese were driven out wholesale from one of the Territories of the United States of America; and business men in San Francisco were compelled by some union not to employ Japanese assistants or labourers. Then there are in the same city who go in for the habit of lighting lanterns marked 'Japan go.'

Moreover, the Japanese in the Hawaiian Islands are deprived of their suffrage; and even in Japan some Western people erect before their houses a special post, upon which is the notice, 'No Japanese is allowed to enter here.'

When we are in such a position,' continued the Buddhist priest, 'it is unreasonable—notwithstanding the kindness of the Western nations, from one point of view, who send their missionaries to us—for us intelligent heathen to be embarrassed and hesitate to swallow the sweet and warm liquid of the leaves of Christianity?' —

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Moreover, the

THE CHINA MAIL.

[No. 9594.—NOVEMBER 8, 1893.]

Mails.

NOTICE.
COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, SUEZ,
PORT SAID,
MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MARSEILLES, LONDON,
HAVRE AND BORDEAUX;
ALSO
PORTS OF BRAZIL AND LA PLATA

ON WEDNESDAY, the 15th November, 1893, at Noon, the Company's Steamship *SYDNEY*, Commanded ANGE, with 1,115 PASSENGERS, SPECIE, and CARGO, will leave the Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 14th November, 1893. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

General and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, November 1, 1893. 1893

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP
COMPANY.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro (via Nagasaki, Thursday, Nov. 23, Kobe, Inland Sea, and Yokohama)...

City of Peking (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)...

City of Victoria (via Nagasaki, Kobe, Inland Sea, and Yokohama)...

City of Honolulu (via Nagasaki, Kobe, Inland Sea, and Yokohama)...

City of Rio de Janeiro (via Nagasaki, Thursday, Dec. 14, Inland Sea, Yokohama and Honolulu)...

City of Victoria (via Nagasaki, Kobe, Inland Sea, and Yokohama)...

City of Honolulu (via Nagasaki, Kobe, Inland Sea, and Yokohama)...

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A Journey in North So Chuan.
The Kien-kiang and the Kung-tan River.
Up the Kien-kiang River.
The Great Salt Wells.
North Kwei Chou.
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So Chuan Plants.

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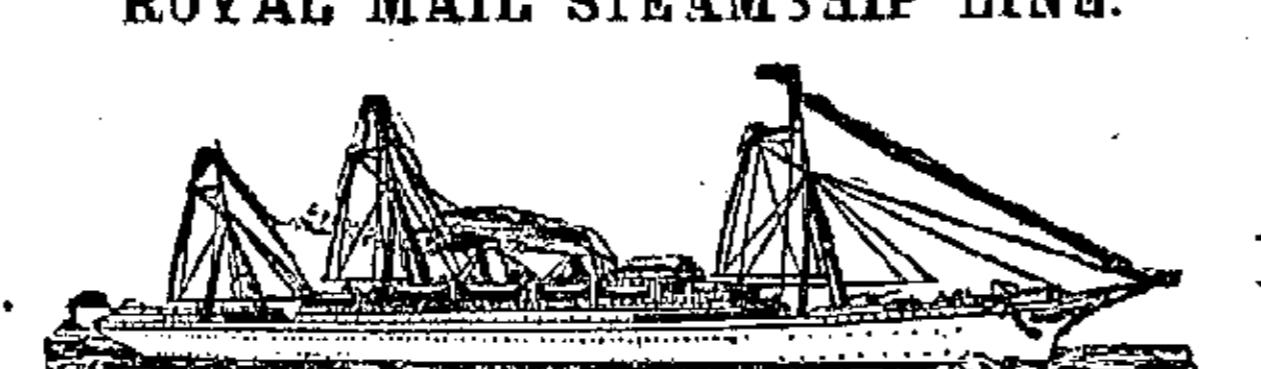
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CHINA MAIL OFFICE,
Hongkong, May 17, 1893. 965

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1893.



1893.

Merchant Vessels in Hongkong Harbour.

Exclusive of late arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at

Green Island. Vessels near the Hongkong shore are marked **a**, near the Kowloon shore **b**, and those in the body of the

Harbour **c**. Shipping or midway between each shore are marked **d**, in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Pedder's Wharf.
6. From Pedder's Wharf to the Naval Yard.

7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From East Point to North Point.
10. From North Point to Kowloon Wharves.
11. From Kowloon Wharves to Jardine's Wharf.

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